

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY **Poland** REPORT

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DATE ACQUIRED **This is UNEVALUATED Information**

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. The Polish State Railroads carry 87 percent of all passenger and freight traffic in Poland. Heavy damage was suffered during the war; 33 percent of all rails, 48 percent of the bridges, and 36.6 of all types of railroad buildings and stations were destroyed. However, rails, bridges, and buildings were reconstructed during the period 1945 - 1949. By 1949 freight and passenger traffic was twice as great as in 1946 and compared with 1938 there was 80 percent more freight and 100 percent more passenger traffic. Figures are as follows: 25X1

<u>Year</u>	<u>Freight Traffic</u>	<u>Passenger Traffic</u>
1938	80 million tons	240 million persons
1946	70 million tons	240 million persons
1949	140 million tons	480 million persons

2. By 1955 the State Railroads hope to transport 245 million tons of freight and 910 million passengers. To achieve these figures loading facilities will have to be more fully used, the turn-round of trains will have to be faster, and trains will have to be speeded up. It is proposed:
 - a. To build 730 kilometers of new lines (by 1953, 500 kilometers of these were finished).
 - b. That the main railroad centers Warsaw, Gdansk (Danzig), Gdynia, Szczecin (Stettin), and Krakow, and the Upper Silesian net be modernized and that marshalling yards, repair shops, and railroad works be extended and improved.
 - c. That electrification of existing steam lines be carried out. Before the war only three sectors of a total length of 25 kilometers were electrified. Since 1946 another 440 kilometers have been electrified. At the present time the 318-kilometer stretch, Warsaw-Stalinogrod, is being electrified and will be completed by the end of 1955. 25X1

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3. Three new types of locomotives are being developed and built:
 - a. A freight train locomotive, type ER.
 - b. A locomotive, OL-49, for light passenger trains.
 - c. A heavy express locomotive, Ty-51, which will have a speed of 90 kilometers an hour.
4. Further types of electric locomotives have been ordered from VEB Lokomotivbau-Elekrotechnische Werke Hans Beimler, Hennigsdorf, East Germany. For normal traffic a direct current locomotive for 3,000 volts has been ordered. This has an axle sequence of Bo-Bo or Co-Co and can be used for freight or passenger traffic. Twenty-five Bo-Bo and twenty Co-Co locomotives have been ordered. The first Bo-Bo locomotives were to have been delivered in the third quarter of 1954. The development of the Co-Co locomotive is almost completed and the first deliveries will be in the second quarter of 1955.
5. The Hennigsdorf works and the VEB Waggonbau Goerlitz, East Germany, have also received orders from the Polish State Railroads for the delivery over a number of years of electric-powered coach trains and special diesel railroad cars. The powered coach trains will be used in the suburbs of Warsaw.

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